

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

November 1986

DIVISION EMBARKS ON STATE AVIATION SYSTEM PLAN

The Montana Aeronautics Division is now under way with Phase I of what will ultimately be a \$280,000+ project to update the Montana State Aviation System Plan. The first phase, to be accomplished over a 12-month period, is a \$196,800 effort, 90% of which will be financed by a federal grant issued through the Federal Aviation Administration (FAA). Subsequent to that, a \$75,000 FAA grant will be issued to complete the project and produce the final report.

Those unfamiliar with system planning probably wonder what an aviation system plan is - and why do we bother? A system plan might best be described as a blueprint which answers the questions: Where does the system seem to be going? Where does it need to go? And how will it best get there? It will analyze in detail aviation system requirements statewide for the next five years and, in commensurately less detail, for the ten- and twenty-year period.

The basic steps involved in this kind of project are to first inventory the system as it exists today; next, to attempt to predict the direction and speed the system will move in the future; then to forecast the future demands on the system which will result from that movement; and, finally, to analyze how best to meet those future demands. Certainly, the entire process will involve consideration or analysis of those various "outside" forces which influence the aviation system, such as demographics, environmental requirements, other transportation systems, etc. Although we are still visiting with the FAA about the eligibility for federal funding of certain items we hope to accomplish in this project, we hope, among other things, to produce a video tape and brochure about the economic benefits of aviation in Montana.

The first (interim) Montana State Aviation System Plan was produced by the

Montana Aeronautics Commission as an in-house effort in 1968. The first system plan involving the use of consultants was done in 1978 and subsequently updated in 1979 and 1982. The 1982 update, incidentally, was financed 100% by Aeronautics Division money. For this current project, a selection committee chose the team of

Robert Peccia & Associates of Helena and Cress and Associates of Lexington, Kentucky.

We are, for the first time, utilizing the services of a Technical Advisory Committee (TAC) which will assist us in overseeing the consultants' work and keeping the

(Continued on page 2)



The first meeting of the Technical Advisory Committee for the Montana State Aviation System Plan was held in Helena October 17. In the top photo above are (from left): Sig Ugrin, Miles City (partially hidden); Ted Mathis, Gallatin Field; Henry Johnson, Ronan; Susan Alexander, FAA; Robert Peccia, consultant; and Don Cress, consultant. In the bottom photo are (beginning in left foreground): Henry Bahn, Bozeman; Monte Eliason, Glacier Park International; Bruce Putnam, Billing Logan Field; Joe Attwood, Great Falls International; Cress; Doug Widmayer, consultant; Fred Lark, Aeronautics Board; Russ Pankey, Missoula International; Jim Whaley, Architecture and Engineering; Terry Marshall, Big Sky Airlines; and Mike Ferguson, Montana Aeronautics.

Administrator's Column

FAA Gets Tough. The Department of Transportation/FAA has announced plans to implement a series of new rules relating to operations in 23 of the busiest Terminal Control Areas (TCAs) which includes harsh enforcement actions against all pilots who enter a TCA without their (FAA's) prior approval. They are even going so far as to hire more controllers to specifically monitor radar and track "unauthorized" aircraft penetrating TCAs in an effort to identify and prosecute violators. An automatic 60-day suspension will be the MINIMUM penalty. I'm sure that very few pilots deliberately violate the existing TCA rules; and for those who do, they should be penalized. However, for pilots who make an honest mistake by crossing an imaginary boundary line, this action seems to be unnecessarily severe. I believe that, in these cases, enforcement could be better accomplished through some type of mandatory retraining program. In either case, however, a pilot should be entitled to "due process" BEFORE being sentenced by the FAA. The FAA has definitely intensified their enforcement actions against Montana pilots, mechanics, and FBOs, and the severity of the penalties for what one may consider to be "honest and minor mistakes" appears to be quite harsh. Now, there is a reason for all of this, and that is, in the name of SAFETY, Secretary of Transportation Elizabeth Dole has given the FAA "marching orders" to hire hundreds of new inspectors and to get out there and clean up the entire aviation industry — to intensify enforcement actions and make aviation SAFE. All of this in spite of the fact that, prior to this mandate, the national Transportation Safety Board (NTSB) reported that general aviation had its best safety year in 1985, and the first half of 1986 showed slightly better than for the same period in 1985. Another new rule for TCAs is, depending on traffic levels, certain TCAs will not allow any VFR operations. This really concerns me as to the future of those small GA airports which are encompassed within a TCA. What will happen to student and other VFR activities associated with these extremely important satellite airports? I'm convinced that there has to be a more "common sense" approach to solving the TCA problems. SO — pilots/mechanics/FBOs/airlines — be aware that we best all keep on our toes regarding our aeronautical behavior. DON'T MESS UP !!! THE DOT/FAA MEANS BUSINESS !!!

Existing TCAs are: Denver, Las Vegas, Seattle, San Diego, San Francisco, Los Angeles, Minneapolis, Dallas, Houston, Kansas City, St. Louis, Detroit, Cleveland, New Orleans, Chicago, Washington, D.C., Atlanta, Philadelphia, Miami, New York, Boston, and Honolulu.

* * *

Flying Farmers Meeting. I attended the Montana Flying Farmers and Ranchers annual convention held in Havre on October 10 and 11. The weather cooperated and the attendance was good. Many International Flying Farmer and Rancher officials from other states and Canada were in attendance and took part in the meetings, banquet, installation of new officers, and the inauguration of the new queen, Mary Bogar. Montana astronaut Loren Acton was the honored guest and speaker on Friday night's program and gave a very interesting and educational presentation. I would like to congratulate outgoing President Al Schmitt and Queen Phyllis Sammons for putting on a very interesting and worthwhile conference as well as to congratulate the new President Herb Sammons and the other 1986/87 directors and officers. See more on this elsewhere in this publication.

Continued . . .

study headed in the right direction. The committee is a rather large group of volunteers representing a broad cross section of aviation interests and planning/engineering expertise. In addition to reviewing and commenting on written material submitted monthly by the consultants, the committee will meet a minimum of five times at certain critical points in the study effort. These TAC meetings will be supplement-

ed with four public hearings at locations yet to be determined to gain input from the general public for inclusion in the study report.

As can be seen, this update is a rather large and expensive undertaking, and we are looking forward to working with the consultants and advisory committee and others in anticipation of its successful conclusion.



Montana and the Sky

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DEPARTMENT OF COMMERCE

Ted Schwinden, Governor
Keith Colbo, Director

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AERONAUTICS DIVISION

Phone 444-2506
2630 Airport Road
Helena, Montana 59604
Michael D. Ferguson
Administrator

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Airport Beacon Equipment Updated

By: Jerry Burrows
Aviation Representative

Many of our airway beacons in western Montana have been converted to the new metal halide type bulb. The savings and advantages are many.

Some of these beacons were equipped with two 1,000-watt incandescent lamps, each having a life expectancy of 1½ to 2 months. When one burns out, the other automatically goes into service.

The new single 400-watt metal halide lamp replaces both incandescent bulbs. The metal halide lamps use less than half the current and provide three times more light intensity — yet the bulbs cost the same — about \$45.

One halide lamp will last three years. As many as 24 incandescent bulbs would be used during the same period — a savings of over \$1,000. As we operate 20 airport, obstruction, and airway beacons, the savings will be substantial when the conversions are completed.

Although the beacons still need to be serviced (greased, electrical contacts cleaned, photo cells checked, etc.) every few months, we may be able to decrease these trips from four times a year to two or three resulting in more savings.

Most major airports are also using the metal halide lamps.

Airport Supplies and Services

Please let us know if any of the following is of interest for your airport:

Airport Rotating Beacons
(ALNACO) \$350
Unicoms(COMCO) \$500
Runway Light Radio Controller \$300
Resale program - windsocks, runway lights, beacon bulbs, lighting fixtures, lenses, cones, etc.

Remember, too, the low interest airport loan program.



Missoula Becomes International Airport

The Missoula County Airport recently received designation as an international airport. This means that international flights will now be allowed to land at Missoula and clear customs there.

The airport has become a designated user-free airport, which means that the Missoula Airport Authority must pay for the Customs agent assigned there. Airports designated as port-of-entry airports receive government financing for the Customs agent. The designation is based upon the number of scheduled international aircraft arrivals each year.

Other air carrier airports in Montana with the international designation are Glacier Park International, Great Falls, and Billings. Russ Pankey is the airport manager at Missoula.

Pilot Registration to Begin Soon

Pilot registrations for 1987 are now being accepted by the Montana Aeronautics Division. Montana law requires that pilots must be registered with the state no later than April 1 of each year.

Pilot registration notices and 1987 registration cards should be in the hands of all currently registered Montana pilots in early December.



Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

CALENDAR

Dec. 11 - 12 - Aeronautics Board Meeting, Helena.

Feb. 18 - 21 - Montana Statewide Aviation Conference, Sheraton Inn, Missoula.

Feb. 18 - 21 - Aircraft Mechanics Refresher Seminar, Sheraton Inn, Missoula.

March 13 - 15 - Flight Instructor Refresher Clinic, Helena.

March 23 - 26 - Upper Midwest Aviation Symposium, Bismarck, North Dakota. Sponsored by the North Dakota Aviation Council. For more information call Jerry Olson at 701-774-8594.

Sept. 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

CFR School Held in Great Falls

The 17th annual Crash/Fire/Rescue School, sponsored by the Great Falls International Airport, Montana Air National Guard, and the Montana Aeronautics Division, was held in Great Falls October 6 - 10.

Completion of the school fulfills the FAA requirements for airport certification and meets the objectives of NFPA #1003 "Airport Firefighter."

Glacier Park International, Butte, Columbia Falls, Kalispell City, Missoula, and Gallatin Field sent a total of 10 firefighters to the course.

FLYING FARMERS CONVENE IN HAVRE — OCTOBER 10-12



Curtis Phillips, IFF Treasurer, presides over installation of new officers. Pictured are (from left): Phillips; Herb Sammons, new MFF president, Cut Bank; Phyllis Sammons; Gary Nelson, secretary-treasurer, Moore; Sheila Nelson; Ken Bogar, vice president, Opheim; Mary Bogar, queen; Al Schmitt, immediate past president, Frazer; Dorothy Schmitt; Leona Strouf, director, Moccasin; Jim Lewis, director, Helena; Marilyn Lewis. Other directors are Steve Ogglesby, Peerless; Charles Hanson, Cut Bank; Frank Kummerfeldt, Nashua; and Roy Sorley, Vida. Newsletter editor is Lisa Sammons, Cut Bank. Frank Kummerfeldt was selected Man of the Year and Gayle Johnson, Wolf Point, Woman of the Year.



Herb Sammons checks to see if the "crown" for the Prince Consort fits Ken Bogar after Mary was selected Queen.



Ken and Mary Bogar, new queen and consort, pose with past queens.



Banquet speaker was Loren Acton, payload specialist, who has flown a shuttle mission. Acton is a scientist with Lockheed/Palo Alto Research Laboratories.



A portion of the head table at the banquet includes (from left): Herb and Phyllis Sammons, Cut Bank; Al and Dorothy Schmitt, Frazer; IFF Queen Linda Hueppelsheuser, Canada; Mike Ferguson, Montana Aeronautics Division; Washington Queen Ruth Glidewell and husband Floyd.



Guy Willson, 1985 Man of the Year, and Grace Sanford (center), 1985 Woman of the Year, congratulate Gayle Johnson, 1986 Woman of the Year.

MECHANICS SEMINAR EXPANDED TO INCLUDE OKLAHOMA TEAM

An FAA team from Oklahoma City will present their eight-hour Inspection Authorization Refresher Course as part of the Montana Aeronautics Division's Aircraft Mechanics Refresher Seminar during the Montana Statewide Aviation Conference. The FAA course will be offered on Wednesday afternoon, February 18, and Thursday morning, February 19. Other Mechanics Refresher Seminar sessions will be scattered throughout the Statewide Conference program.

The FAA course has not been offered in Montana in over five years. This will be an excellent opportunity to qualify for renewal of IA certificates under the provisions of FAR 65.93(a)(4). For those who do not need this course for renewals, this would still be a good opportunity to get updated on current regulations and policies and to ask questions.

Applications for the Aeronautics Division's Aircraft Mechanics Seminar will be mailed early in January to all Montana FBOs as well as to IAs from a list provided by the FAA. All interested mechanics are invited and encouraged to attend all phases of the seminar.

The Missoula Conference chairmen have selected committees and are busy forming plans. Reservations have been received for thirteen booth spaces to date and letters have gone out to individuals prominent in aviation with invitations to be speakers for luncheons, dinners, and concurrent sessions.

Anyone with suggestions for speakers and/or session topics is invited to share ideas by calling the Division office as soon as possible.

Directory Update Begins

Letters have gone out to Montana airport managers requesting their assistance in making any necessary corrections or changes to the Aeronautics Division's 1987 Airport Directory.

Anyone else knowing of corrections, additions or changes that should be made, please call or write the Division office as soon as possible.

ELT Homer Training Held in Poplar



Sheriff's department and search and rescue personnel from northeast Montana gathered at Dallas Aero in Poplar for ELT homer training on October 29. Fred Hasskamp, Montana Aeronautics Division, taught the session and also explained the air search system in Montana. The session was organized by Dallas O'Connor, district search coordinator, at far right in the photo.

MONTANANS WIN REGIONAL CAP AWARDS



Fred Hasskamp, Montana Aeronautics Division Safety and Education Chief, has been selected as the recipient of the Frank G. Brewer Award (Category III - Individual) for 1986 for the Rocky Mountain Region of the Civil Air Patrol. The award is given in recognition of notable contributions to the advancement of youth in aerospace activities. Presenting Fred with the Certificate is Col. Howard J. Rice, USAF, Regional Liaison Officer for the Rocky Mountain Region from Lowry AFB, Colo. At right is Col. Lance Edwards, CAP Montana Wing Commander.



The General Carl Spaatz Award was presented to three Montana cadets for their completion of the entire CAP program at which time they became CAP Cadet Colonels. In 22 years, only 820 young people nationwide have earned this award. The Awards, made by General Paul Maxwell of the Montana National Guard (right), went to (from left) Tim Ruthmeyer, Helena; Tracy Giantz, Bozeman; and Robert Simonis, Missoula.

AIRSPACE

By: Fred Hasskamp, Chief Safety and Education Bureau

What is the difference between a "TRSA" and an "ARSA"? "Say again . . ." The ARSA is a fairly new concept (there are none in Montana at this time), and a lot of pilots aren't quite sure they understand all they know about them. Hopefully, the following explanation will clarify the matter.

A TRSA (Terminal Radar Service Area), such as at Billings and Great Falls, consists of the airspace surrounding a designated airport where ATC (Air Traffic Control) provides radar vectoring, sequencing, and separation for all aircraft operating under instrument (IFR) flight rules for and participating aircraft operating under visual flight rules (VFR).

TRSA airspace and operating rules are not established by regulation, and participation by pilots operating under VFR is voluntary, although air pilots are urged to participate. The level of service is known as Stage III and is provided at all locations identified as TRSAs with concentric magenta rings around the primary airport as shown on NOS sectional and WAC charts.

The ARSA (Airport Radar Surveillance Area) is basically the same as the TRSA; however, whenever operating in or through ARSA airspace as designated on sectional and WAC charts (with wide blue dashed concentric rings around the primary airport), two-way radio communications with the ATC facility must be maintained. All aircraft while operating within an ARSA

are required to comply with all ATC clearances and instructions, although the rule does permit ATC to authorize deviations to any of the operating requirements of the rule when safety considerations justify the deviation or more efficient utilization of the airspace can be attained.

The standard ARSA consists of airspace within five nautical miles of the primary airport extending from the surface to an altitude of 4,000 feet above that airport's elevation and that airspace between five and ten nautical miles from the primary airport from 1,200 feet above the surface to an altitude of 4,000 feet above the airport's elevation.

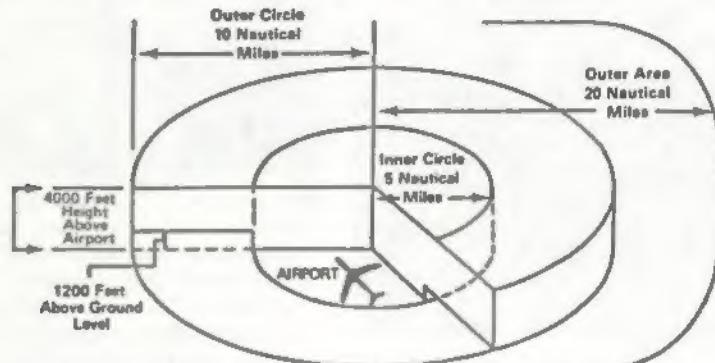
Summary — TRSA: Communication with ATC is not mandatory. Transponder* is not mandatory. Is identified on NOS charts by wide concentric MAGENTA colored circles.

ARSA: Communication with ATC IS mandatory. Transponder* is not mandatory. Is identified on sectional or WAC charts by wide BLUE dashed concentric circles depicting an upside-down wedding cake (i.e., TCA) around the primary airport.

CONTROLLED AIRSPACE means airspace designated as airways, continental control area, control area, control zone, terminal control area, or transition area, within which some or all aircraft may be subject to air traffic control.

*FAR 91 now requires pilots of aircraft equipped with transponders to operate the transponders, including mode C, if so equipped, whenever flying in controlled airspace.

Airport Radar Service Area (ARSA)



Services upon establishing two-way radio communication and radar contact:
Sequencing Arrivals
IFR/IFR Standard Separation
IFR/VFR Traffic Advisories and Conflict Resolution
VFR/VFR Traffic Advisories

Note: The normal radius of the Outer Area, will be 20nm, with some site specific variations.

IFR: Instrument Flight Rules
VFR: Visual Flight Rules

HERE AND TH'AIR

Big Sky/Northwest Airlink Reports

Year-End Profit. Big Sky/Northwest Airlink has released its audited operating results showing a net profit for the fiscal year ended June 30, 1986, and a significant upturn in revenues in the last reporting month of the year. The company's president and C.E.O. Terry Marshall stated, "While our fiscal 1986 results fell below expectation, the year ended on a very positive note with the expansion of services by over 70% on June 5, 1986. Schedule realignments of major carriers within the region on that date provided the first major opportunity to strengthen our revenue base, increase the scale of operations, and decrease unit costs. As a result, the company showed marked improvement in earnings for June 1986, the final month of fiscal 1986. This very positive trend has continued through the months of July and August, so we expect to report a strong September quarter." The 1986 results showed both traffic and revenues below the prior year, according to Marshall. "It was only through significant systemwide efficiency improvements and cost reductions, including reduction in pay for all management personnel, that we were able to report a profit for the year."

EAA Air Museum Receives Accreditation. The EAA Air Museum in Oshkosh, Wisconsin, became the first museum in the country with a strictly aviation theme to receive accreditation by the American Association of Museums (AAM). The accreditation followed an intensive series of evaluations and successfully capped a three-year EAA Air Museum accreditation process. The AAM, founded in 1906 and headquartered in Washington, D.C., is the professional organization of museums in the United States. The association's purpose is to raise museum standards and build a stronger museum profession in a number of different ways, one of which is the accreditation system. To receive accreditation, the EAA Air Museum had to reflect the AAM's definition of a museum — "an organized and permanent non-profit institution . . ." — and exceed certain standards and guidelines. After satisfying the AAM's museum definition, the intensive evaluation of EAA's facilities began.

New Aviation Scholarship Offered. The EAA Aviation Foundation is now administering a new annual Aviation Scholar-

(Continued on page 7)

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ship. The Herbert L. Cox Aviation Scholarship, given by Margaret L. Cox of Mount Dora, Florida, in memory of her late husband, will be available for the 1987-88 academic year. Applicants must meet the following guidelines: (1) Be accepted at or attending a four-year accredited university or college with the intention of obtaining a degree in a field relating to aviation as a profession; (2) Show unmet financial need for costs relating directly to their education; (3) Maintain good standing as a student for the full school year at the institution of their choice during the duration of each annual scholarship. Although recipients must maintain good standing, this scholarship is intended to be available to the average student as well as the more academically gifted; therefore, grade point average will not be any more important than any other criteria; (4) Recipients will be encouraged to reapply annually. A minimum of one scholarship will be made available in 1987-88. It is expected that the number of scholarships offered will increase over the next several years. For more information contact the EAA Aviation Foundation, Wittman Airfield, Oshkosh, Wisconsin 54903-3086.

Weather Protection Installed on NDBs

By: Jerry Burrows
Aviation Representative

An initial site investigation was made at Chester for a non-directional radio beacon. FCC and FAA applications are in, and the actual installation will probably take place next spring.

Lightning strikes played havoc with our NDBs last summer. Eureka, Glasgow, Roundup, Seobey, and Plentywood all suffered some interruption of service. Spare parts are available in Helena and down times are kept to a minimum. New lightning protection devices and lightning rods are being installed in hopes of curtailing this expensive problem.

Ice and sleet occasionally will break the overhead antennas. Circle and Forsyth were recently restrung with copper coated steel wire to avoid a recurrence of past troubles.

Please advise our office if any NDB is not operating or operating with low power, no identifier, etc.

Shelby City/County Airport Dedicated

By: Myrna Wallan, Secretary
City/County Airport Comm., Shelby

A ham and eggs and pancake breakfast was the kick-off for the fly-in and rededication of the Shelby Airport on October 19, 1986. Approximately 1,000 people attended.

The airport improvement project at Shelby was funded through a federal grant and a loan through the Airport Loan Program administered by the Montana Aeronautics Division. Improvements included resurfacing runway, taxiways and aprons, turnaround and tiedown areas and a new parking lot and drainfield.

Speakers at the dedication included Mike Ferguson, administrator of the Montana Aeronautics Division, who spoke on the importance of aviation to the community; J. G. Gottfried, chairman of the Toole County Commissioners; and Irene Gottfried, Shelby mayor. Master of Ceremonies

was James Larson, Airport Board chairman.

The day was fun-filled with the RC Snowbirds, Cut Bank, and RC Frontier Pilots, Chester, presenting a radio control model demonstration from 10:00 to noon. They were great — and the crowd loved them.

On display for public viewing were planes belonging to local pilots, an ultralight, helicopter, Mercy Flight air ambulance, Montana National Guard planes and a Pitts aerobatic plane.

The airport dedication was followed by an aerobatic show by "The Knight," Delmar Benjamin, who also did the ribbon cutting with his Pitts. Tana Benjamin did the narration of aerobatic maneuvers. He put on an exciting, thrilling show — truly the best in solo aerobatics.

Coffee and cake were served at the conclusion of the dedication program.



James Larson, left center in light jacket, was master of ceremonies for the rededication of the Shelby City/County Airport.



Showing off the cake are (from left): J. G. Gottfried, Toole County commissioner; Myrna Wallan, secretary of the Airport Commission; and Irene Gottfried, Shelby mayor.

FAA Issues Certificates

PRIVATE

James Blaskovich	Great Falls
Edward Stole	Livingston
Thomas Nopper	Bozeman
Robert Williams	Bozeman
James Cordial	Somers
Rodney Peace	Helena
Jerry Wade	Forsyth
James Herring	Moran
William Wallace	Hall
Keith Marchuk	Victor
Joe Charvat	Butte
Ira Eakin	Baker
Richard Baker	Billings
Stephen Hough	Broadus
William Metz	Billings
Andrew Daniel	Billings

Robert Penney Billings
(Seaplane)
COMMERCIAL

Michael Gustafson	Billings
Lauren Hill	Shelby
Gregory Kelly	Whitefish
Roger Meggers	Baker

INSTRUMENT

Lauren Hill	Shelby
Michael Parfit	St. Ignatius
Robert Dillon	Red Lodge

MULTI-ENGINE

Douglas Egel	Billings
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ATP

Robert Toomey	Lolo
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INSTRUCTOR

William Stewart	Hamilton
Kenneth Fielding	Missoula

Stanley Wiatr Billings
Robert Van Meter Helena
(Helicopter)

INSTRUCTOR RENEWEL

Kemper Hall	Helena
Arthur Wells	Helena
Robert Moulton	West Yellowstone
Jack Juhola	Plentywood
Christopher Kolstad	Wolf Point
William Rieste	Great Falls
John Landerdahl	Bozeman
Patrick Hogan	Lewistown
James Corey	Great Falls
William Stevens	Ashland

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MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—“To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states.”

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